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# COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

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IN REPLY PLEASE REFER TO

December 18, 1981

National Capital Region  
Transportation Plan  
CIA Master Plan and  
Environmental Assessment

Mr. Robert C. Calhoun  
Metropolitan Washington  
Council of Governments  
1875 Eye Street, N.W.  
Suite 200  
Washington, D.C. 20006

Dear Mr. Calhoun:

It is our understanding that at the TPB Meeting on December 16, 1981 that there was substantial concern in the region relative to some of the deficiencies in the program for the expansion of the CIA Headquarters at Langley Virginia. We believe that it was the decision of the Board, that the VDH&T review comments for the above development, were to be incorporated in the MWCOCG response. I am attaching for your ready reference a copy of Mr. R. L. Hundley's December 15, 1981 VDH&T response to Mr. Charles Ellis, Coordinator, Council of the Environment.

If we may provide you or COG staff further input or explanations relative to our response, please do not hesitate to call upon us.

Sincerely,

Richard C. Lockwood  
Transportation Planning Engineer

cc: Mr. D. F. Bozarth ✓  
Mr. A. A. Grant

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December 15, 1981

CIA Master Development Plan  
Environmental Assessment  
National Capital Planning Commission

Mr. Charles Ellis  
EIS Coordinator  
Council on the Environment  
Ninth Street Office Building  
Richmond, Virginia 23219

Dear Mr. Ellis:

Thank you for the opportunity to review the above cited project. Listed below are a number of concerns we have for the proposed project and the environmental document which we feel must be addressed and resolved prior to approval by the Council on the Environment.

1. Staggered work hours do not appear to be effectively implemented by the CIA at this time.
2. The assumption that there will be no increase in base traffic on Route 123, Route 193 and the GW Parkway over the next five years doesn't seem to be realistic. The review of historic traffic data for the area reflects that there has been a reduction of up to 15% of the daily traffic flow on Route 123 in this area since 1970. This would lead to a higher percentage reduction during peak hours. Further investigation of this reduction shows that this traffic is being diverted to routes such as 309 through Fairfax and Arlington Counties as a result of either National Park Service or DC DOT construction projects. The maintenance replacement bridge work on the GW Parkway and Chain Bridge has substantially impacted current traffic on Route 123. It is our belief that this traffic will return to its previous routing once this construction work is completed. Therefore, the assumption of no growth in base traffic substantially renders this Master Plan EIS deficient.
3. The five-year forecast period for this project doesn't seem to be realistic since the implementation of this expansion does not appear at any level in the National Capital Region Federal Capital Improvements Program. This is another point which would render this impact document highly deficient.

4. The distribution of trips to the GW gate as presented in this document is substantially different from that shown by counts taken in the month of January for the GW Parkway. It is our understanding that the relationship between the existing distribution of traffic between gates and the use of zip codes for gate distribution has not been verified for the base year. Each of these reasons, differential traffic data and unsupported distribution procedures, would again render this document and analysis deficient.
5. The per lane capacity used in this traffic analysis doesn't seem to be consistent with the facilities to which it is related. One lane of a two-lane facility does not normally carry more traffic than one-lane of a multi-lane facility. We do not believe that the parkway functions at the level of a freeway, although we do agree that it is an access controlled facility. It is believed that this is another element that would make this analysis somewhat questionable.
6. It is noted that traffic data was collected for this analysis in the months of July and August, which do not represent typical commuter patterns.
7. It must be pointed out that circular FA-118 from the Executive Office of the President, Office of Management and Budget, which is more than 24 months old, sets forth criteria for the number of spaces which should be allocated to single occupancy vehicles. It is quite obvious that the CIA at Langley and three of the four other Virginia sites has chosen to ignore the direction set forth in the circular. Therefore, this Agency would have no reason to take seriously any indication that an extensive ridesharing program is to be implemented.
8. It is also noted that the mode split to transit, except for the one CIA office located near the Metro Station, is substantially lower than work trips to other employers similarly located in the region.

Route 123 has been recognized by the Virginia Department of Highways and Transportation for a number of years as a facility which has substantial congestion problems during peak commuter hours. The recent construction on corridor facilities by the Park Service and DC DOT has temporarily improved the congestion problem near Langley. However, as previously indicated, we believe the congestion problem will again surface and that the implementation of one million additional square feet of office space at this intersection can only aggravate and accelerate future problems at this location. We can only reach a conclusion that the implementation of this Master Plan will substantially impact VDH&T's facilities in this area and that the document developed for CIA is substantially incomplete in addressing realistic traffic patterns for this area.

In order to overcome some traffic problems created by the CIA expansion, the following roadway improvements are needed:

Reconstruct southbound Route 123 generally between northbound Route 193 and Merchants Lane and provide overpasses at northbound Route 193 and at the main CIA entrance and exit, and reconstruct the entrance from southbound Route 193, all of which should permit a smooth flow of traffic to and from the CIA complex.

Widen the existing eastbound ramp from northbound Route 193 to southbound Route 123 to provide two-way operation and separate left turns at intersections. In conjunction with this, a northbound left turn lane should be added on Route 123 at the Potomac School Road intersection. This should divert significant traffic from the main CIA entrance, as well as accommodate vehicles presently making U-turns at this location.

Provide a left turn lane on northbound Route 193 at the FHWA entrance to further divert traffic from the main CIA entrance.

A schematic drawing is provided to better describe the above recommendations. A sketch plan cost for this improvement is approximately \$2 million. The Department looks to the federal government for a package proposal for the implementation of this Master Plan, which includes the transportation improvements concurrent with the addition of this one million square feet of office space. Without the transportation improvements, the Department must suggest that any additional development at this location be denied.

If you have any questions about these comments, please let us know.

Sincerely,

R. L. Hundley  
Environmental Engineer

Enclosures

KEW:jmc

cc: Mr. O. K. Mabry  
Mr. R. C. Lockwood  
Mr. D. E. Keith

